

**CITY OF CENTRAL
COMPREHENSIVE DEVELOPMENT
PLAN
1992 UPDATE**

Adopted by the Planning Commission
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INTRODUCTION

Central City's first comprehensive planning program culminated in the adoption of several plan elements in 1975. Those documents, available for use at City Hall, are primarily related to the inventory and goal elements of the plan.

In 1991, the City adopted the *Comprehensive Development Plan Map - 1991* to use as a tool for long term planning efforts as well as the immediate evaluation of development proposals and rezoning applications.

This *Comprehensive Development Plan Update - 1992* is intended to update, not repeat the earlier work. It addresses the impact of limited stakes gaming, which has for all intents and purposes irreversibly altered Central City.

In November of 1990, Colorado voters amended the state constitution to permit limited stakes gaming in three mountain communities: Central City, Black Hawk and Cripple Creek. Responses to legalized gaming have ranged from welcome for the newfound economic prosperity, to concern over the impacts upon community and historical identity. Central City has experienced dramatic social, political and economic change in a short period of time. Planning in such an environment is challenging at best.

If the recent experience of Deadwood, South Dakota, is any indication of what's to come, Central City can look forward to the return of a close-knit community feeling. While the City will clearly be different than it was in the past, based on Deadwood's experience, it may well be better than before.

Purpose of the Plan

The City's recognition of the need for a comprehensive approach to dealing with gaming impacts has driven the preparation of this Comprehensive Development Plan Update. The primary purpose of this document is to provide the City with a sound basis upon which community development decisions can be made. The immediate value of a Comprehensive plan is realized in deciding zoning matters, evaluating annexation proposals, reviewing subdivision plats and planning capital improvements. This plan will also serve as the basis for studies required by the federal government to permit the City to complete utility and road projects vital to its overall economic development.

The Comprehensive Development Plan will also be useful to individual citizens and to members of the business community by providing sufficient information to facilitate private planning, protecting existing development and identifying various opportunities for private action.

General Plan Assumptions

The success of this plan relies upon the following general assumptions:

- A general continuation of current Colorado socioeconomic conditions;
- The Colorado Gaming Commission's discretion in establishing reasonable levels of taxation and promulgating other rules;
- Development of water facilities adequate to serve the planning area and anticipated growth depicted herein.
- Development of a new highway to provide access from I-70 and/or Highway 119 to Lake Gulch Road.

As of this writing, the City anticipates that it must complete an environmental impact statement (EIS) prior to receiving the federal permits necessary to construct the water facilities and highway.

This plan incorporates only the area which can economically be served by water obtained in Central City's water basin. The City is aware of proposed Clear Creek diversions which could potentially serve additional development south of the primary planning area established herein; that potential will be evaluated in subsequent planning efforts.

Lastly, it must be recognized that planning is a continuous process. This Comprehensive Development Plan is a dynamic document, to be re-evaluated and amended to reflect the ever-changing conditions and needs of this community.

Overview and Update

The sequence of events leading to the preparation of this plan is interesting; knowledge of those events is essential to a working understanding of the plan. The intent and goal of the Central City organizers of the petition drive that ultimately resulted in passage of the Colorado constitutional amendment to permit limited stakes gaming in three communities is summarized as follows:

To establish a year round economy sufficient to enable Central City (public and private sectors) to provide essential municipal services, complete necessary infrastructure improvements and preserve and restore its nationally significant historic resources.

The organizers anticipated that existing businesses would devote a portion of their space to gaming, and thereby create a recreational activity that would draw tourists during the historically slow winter months. A good example of this vision is provided by a small casino, located in the commercial core area, that was constructed in a walk-out basement previously used for storage of retail goods. The retail shops, located on the floor above, continue to operate as they had prior to establishment of the casino.

Accurate projection of gaming activity in the City was hindered by the fact that while limited stakes gaming exists in other locations, the context of Central City gaming is unique. Deadwood, South Dakota, is removed from even small population centers; quad city gaming is restricted to river boats. Las Vegas and Atlantic City are of such

different scope and scale, they provide little guidance. Central City and Black Hawk are adjacent to one another, and are strategically located within an hour's drive of the Denver Metropolitan Area's 1.8 million people.

It was in these uncharted waters that the planning program known as "Project 2000" began in January, 1991. Among its charges was to assess the ability of the City to respond to unknown development pressures. This necessitated the projection of such essential information as the demand for gaming, traffic volumes and highway capacities, employment, utility demands and capacities, as well as the pertinent fiscal aspects of public capital equipment and improvement expenditures.

A key projection which influenced many subsequent City decisions was that, based upon demand, approximately 2,300 devices would be on line by August of 1992. Initial approvals of casino development applications in September, 1991 were well within that projection. By December, however, the City had received applications for casinos proposing almost 13,000 devices.

The City closely monitored casinos' water usage and associated highway traffic volumes in order to better project water demand and traffic associated with gaming. Projections using these data yielded the strong possibility that neither the water supply nor the highway system could meet the demand if approvals continued. After painstaking evaluation of the data, the City Council determined that more time was needed to address the situation, and on April 15, 1992, adopted Resolution Number 17-92, suspending the City's acceptance of new development applications.

Federal agencies became aware of the City's water facility development plans through the City's water planning, legal filings and engineering applications. The US Army Corps of Engineers' mandated responsibility to protect "waterways of the United States" resulted in its eventual designation as lead agency. The Environmental Protection Agency joined in to clean up contaminated water and soils in the area, including two "Superfund" sites.

While some involvement of both federal agencies had been anticipated as part of the planning process, the actual extent of that involvement in the growth and development plans of the City was greater than expected. By traditional standards, the projects proposed by the City are small. However, the Corps determined that prior to issuing necessary permits to allow construction of the North Clear Creek diversion and pumping pipeline and the Chase Gulch Reservoir, the Corps must review the "cumulative impacts" of the projects, since their construction will enable additional gaming establishments to be developed. The federal interest has mushroomed into the involvement of more than a dozen federal and state agencies.

Although negotiations with the Corps continue, it is evident that the City will have to complete an Environmental Impact Statement prior to obtaining federal approval to construct the projects. This places the City in an unknown long term situation and the potential for difficulty in meeting its short term water commitments.

The plan to develop a new highway to enhance access to the City, which includes intercepting vehicular traffic and conveying tourists by mass transit into the gaming district, will undoubtedly face similar federal requirements. Although three distinct routes have been identified, route selection and construction of the south access will

necessarily be deferred until additional study and analysis is complete. It is essential to note that if the new highway cannot be constructed, the land use and transportation plan depicted on the Development Plan Map - 1992 must be amended.

Summary

This overview has been drafted from the City's perspective. Concurrent with the City's efforts to accommodate gaming, the private sector has worked diligently to provide it. Some establishments have failed, and others appear to be struggling. To complicate matters, the Colorado Gaming Commission recently lowered the tax rate on small casinos and raised it on large ones; the top rate (20% of adjusted gross revenue) is now the highest in the nation. It is clear that additional time and experience will be required before gaming factors can be projected with certainty. This plan attempts to provide a framework strong enough to ensure the long term success of the community and flexible enough to permit change as the need to do so becomes evident.

The City and the private sector must continue to work together to achieve the goals contained herein. The City must coordinate and cooperate with local, state and federal agencies to ensure success. As experienced in Deadwood, South Dakota, significant change cannot be dealt with overnight. Initially, residents of Deadwood felt that their town had lost its sense of community. As with Central City, some of the original gaming establishments failed, and traffic and parking were totally inadequate. Three years later, Deadwood has apparently overcome these obstacles. In part because of its economic stability, the community feels good about itself once more. This plan anticipates that Central City will do the same.

GOALS AND POLICIES

The goal of this Comprehensive Development Plan is to assist the City in assimilating limited stakes gaming into its daily life while preserving and enhancing the City's mining heritage, economic stability, quality of life and overall sense of community identity, friendliness and well being. This goal will be achieved by implementation of the plan and the following policies. The order of these policies does not necessarily reflect their priority.

General

1. The Comprehensive Development Plan shall serve as the development guide for the City. All development shall occur in general conformance with the Plan.
2. The land use aspect of the Development Plan Map shall be interpreted as a general statement of land use. Site specific land use shall be delineated on the Zoning District Map and regulated by the Zoning Ordinance.
3. Central City's mining heritage and identity as Colorado's premier historic gold mining community should be preserved and enhanced through strict enforcement of the City's historic preservation ordinance and design guidelines.
4. Utilizing existing inventories and other sources of information, the City should consider more precisely defining areas of historic significance within the district.
5. Central City expects other governmental entities and agencies to recognize the provisions of its Comprehensive Development Plan. Similarly, Central City will recognize the development plans of other entities. This policy mandates that each entity keep the others informed of development proposals and approvals in a mutually acceptable referral process.
6. Regional aspects of the Comprehensive Development Plan should be coordinated and jointly implemented with Black Hawk and Gilpin County through the Regional Planning Commission or similar agency.
7. The Comprehensive Development Plan should be reviewed and amended as often as deemed necessary. Formal update of the plan should occur every five years or at each significant growth stage, whichever first occurs.
8. The Zoning Ordinance should reflect the land use provisions of the Development Plan Map and the policies stated herein.
9. All development proposals should be reviewed to ensure compliance with the Comprehensive Development Plan and other development related ordinances, resolutions and policies.

In addition to these general policies, the City has adopted the following specific policies:

Urbanization

1. The City should direct and manage development within the planning area. To this end, the City should aggressively pursue annexation of territory within its planning area, subject to evaluation under the City's annexation procedures.

2. The City should strive to preserve its quaint, small town character by directing, as much as possible, commercial development not related to gaming or tourism, and residential growth to areas outside the existing community.
3. Enhancement of employment opportunities and convenience commercial facilities in the City will significantly increase the number of persons desiring to reside full time in Central City. The City should strive to achieve a balanced, diversified population and to maintain the family oriented residential character of the community.
4. The primary planning area, that area generally bounded by the Arapaho National Forest, the City of Black Hawk and the Lake Gulch Road, will accommodate a resident population of approximately 3,500 persons.

Land Use

1. High density housing should be encouraged in areas with direct access to the major thoroughfare system in newly annexed areas and areas outside the present community, perhaps in conjunction with retail and service commercial uses.
2. Major tourist oriented transportation and parking facilities should be developed south of the present community in the vicinity of Lake Gulch Road.
3. The City should encourage the establishment of a commercial center south of the present community to accommodate a full range of non-gaming commercial uses.
4. Potentially incompatible land uses should be buffered and screened through the provision of open space, landscaping materials and, where necessary, fencing.
5. Residential neighborhoods should be protected from the undesirable impact of non-residential uses through careful approval of special review uses.
6. Commercial uses which are compatible with the historic character of the community and are compatible with gaming and the pedestrian orientation of gaming, should be encouraged to locate in or adjacent to the existing commercial core.
7. Commercial uses which are not compatible with the historic character of the community should locate away from the commercial core, in areas with direct access to the major thoroughfare system.
8. The planned unit development (PUD) approach to site planning and land use control should be encouraged to realize the benefits of this flexible planning tool and to maximize the ability of new development to conform to the extreme topography of the planning area.
9. Planned unit development mixed use projects should be encouraged to achieve a master planned integration of alternative housing forms, commercial facilities, public and quasi public uses and related parking.
10. Spot zoning should be avoided.
11. The continued use of historic sites and uses throughout the planning area should be approved on a case-by-case review basis.

Housing

1. Central City's diverse housing demand, including low and moderate income housing, should be met by the private sector.
2. In-fill housing should be compatible with the historic character of the existing neighborhood as reflected in the historic preservation design guidelines, and should not unduly crowd existing housing.
3. Existing residential neighborhoods should be improved to include street surfacing, street lighting, small parking nodes (for residential parking only) and landscaping.
4. The integrity of residential neighborhoods should be retained by minimizing non-residential traffic and restricting non-residential parking through careful traffic control and strict enforcement of the residential parking program.

Economy

1. The City should coordinate with the private sector and take other appropriate actions to ensure Central City remains Colorado's premier gaming community.
2. The City should strive to achieve a balanced, diversified economy capable of meeting the needs of its residents, business community, and visitors. This includes attracting retail and service stores such as groceries, gas, hardware and video products, and providing those facilities necessary for success as a family-oriented destination resort.
3. The Central City tourism experience should reflect those activities and facilities unique to the city, setting Central City apart from other tourism opportunities.
4. Community facilities and city services necessary to achieve the economic base desired should be established.
5. A level of economic activity that does not place undue burden on the City's infrastructure and is compatible with quality of life and other plan policies should be encouraged.
6. The cost of public improvements necessary to serve new development, including water, sewer, street and open space improvements, should be borne by the private sector.
7. All private development should "pay its own way."

Community Facilities

1. The City should provide a wide range of family oriented recreational activities for residents and visitors including a superior system of parks and trails, with immediate emphasis on preservation of the Gilpin County Tramway.
2. The City should encourage the construction of a recreation center including racquetball, basketball, exercise, swimming and other fitness facilities.
3. An 18 hole golf course should be developed.
4. City-owned properties dispersed throughout the planning area should be inventoried and a program established to manage their benefit to the City.
5. Special attention should be devoted to address the special recreational needs of families and children.

6. The Chase Gulch reservoir and recreation area should be developed to its full recreational potential.
7. The City should coordinate with Black Hawk in establishment of a medical and trauma center.
8. Facilities needed to house expanding City functions including administrative, police, fire and public works should be developed.
9. Water facilities, including water acquisition and transfer, augmentation, treatment and storage necessary to serve the ultimate projected population should be developed.
10. The City should continue to evaluate all potential sources of water.
11. The City should coordinate with the sanitation district to ensure that adequate treatment capacity is maintained to meet the needs of the City, that the collection system is maintained and all new construction meets the standards established by the district and the City.
12. The City and other government entities and agencies should coordinate with the school district to ensure timely expansion of school facilities to accommodate the anticipated increase in students in Central City and Black Hawk.

Transportation

1. The City should take a pro-active role in facilitating the construction of the south access to the major parking facilities to be constructed at Lake Gulch Road. The cost of the facility should be allocated among various government entities and agencies and private landowners that gain access from it.
2. The City should support buses which utilize clean, efficient, alternative fuels to meet its public and private transit needs.
3. A shuttle route should be developed in cooperation with the City of Black Hawk.
4. The City should establish walking and bicycle paths together with planned pedestrian nodes to foster safe, easy and enjoyable circulation of pedestrian traffic.
5. Through subsequent planning efforts, the City should adopt an open space pedestrian path network linking major open space facilities and providing the ability to conveniently walk to work and shopping while minimizing pedestrian/auto conflicts.
6. Adequate parking facilities and highly visible signage identifying such facilities should be developed.
7. Non-commercial signage identifying Central City as a National Historic Landmark should begin at the Denver airport and be placed along I-70, US 6 and Colorado 119.
8. Convenient transportation should be provided from all parking lots to the gaming district by van, bus, or more dramatic means such as gondolas, rail or chair lifts.

9. The City should study the desirability of including Gilpin County in the Regional Transportation District. Moreover, all intracounty and regional mass transportation opportunities should be investigated.
10. The historic railroad should be activated.
11. Every reasonable effort should be made to keep non-residential traffic out of residential neighborhoods and to direct non-local traffic around the City, not through it.
12. Main Street should be available only to pedestrian, shuttle bus, and emergency traffic during gaming hours.
13. Delivery and other service vehicles should be carefully regulated by the City to ensure maximum safety and convenience of tourists, residents and noise sensitive businesses.
14. The City should continue to evaluate alternative transportation solutions related to the automobile, bus, recreational vehicles and other means of accessing the City to achieve the most efficient transportation system possible, with preservation of the historic district and protection of residential neighborhoods as highest priorities.
15. Business district parking and intra-city shuttle service should be made available to City residents.
16. The special needs of the elderly, handicapped and school children should be incorporated into all transportation planning.
17. Emergency access requirements should be met in all transportation planning and implementation programs.
18. Central City area-wide transportation planning and implementation should be coordinated with Black Hawk, Gilpin County and the Regional Planning Commission.

Historic and Natural Assets

1. The City should administer and participate in the preservation and restoration of area churches, historic buildings and sites.
2. The Gregory Diggings site should be preserved.
3. Tourist programs, presentation of the City's historic assets and management of the historic cemeteries should be organized into a living history industry.
4. Central City shall protect its Natural Historic Landmark designation.
5. The City's mining heritage should be preserved through identification of key mining features as part of the overall open space plan and preserved through public use dedications of specific developments and City acquisition.
6. The assets and liabilities of the area's natural features including forested areas, drainage courses and steep slopes, as well as manmade features including mine shafts, undermining, and mine tailings should be recognized and incorporated into all planning.
7. Adverse environmental impacts of increased tourism and growth should be continually monitored and mitigated.

STATUS AND NEEDS ASSESSMENT

Following is the assessment of conditions within Central City and the identification of special needs to be addressed.

Population

Although Central City was once home to over 2500 people, the population is now approximately 335, according to the 1990 Census. Approximately 22 percent of the people are under 18 years of age and 11 percent are 65 and over. Household size is 2.01 persons per household.

It is anticipated that the Central City population will increase dramatically when the following occur:

- The City's ability to provide water service to new housing development is demonstrated.
- Residential developers and lenders believe that the gaming industry has stabilized.
- Employees believe that their jobs have stabilized.
- There is evidence that convenience shopping opportunities for basic needs such as gas and groceries will be available to new residents.

Moreover, it is projected that as the utilities and necessary support commercial facilities and services are upgraded to expected urban standards and the gaming industry stabilizes, the convenience of living and working in Central City, in conjunction with the City's abundant natural amenities, will attract significant numbers of residents. Clearly, the City must plan for a substantial increase in population along with the services the new residents will expect and demand.

Based on the anticipated desire of new people to live and work in Central City, the projected water supply of Central City's water basin and the overall service capability of the City, all in conjunction with the other policies presented in this document, it is anticipated that the ultimate population of Central City will be 3,500 persons. The timing of this growth will depend on the actual desire of more people to live in Central City, the ability of the private sector to economically develop housing, and the growth management plan to be adopted by the City. It is believed that if properly managed by the City and the private sector, this substantial increase in population can be accommodated in a manner compatible with the quality of life standards of the community. Such growth will require constant monitoring to ensure public facilities and programs are in place to serve new residents as new growth is allowed.

Land Use

Until gaming started, there were few land use conflicts in Central City. Perhaps the most critical conflict was commercial (tourist) parking in residential areas. Although the residential parking program has minimized the commercial parking encroachment into residential areas in terms of protection of on-street parking spaces, the negative impact of commercial parking and service delivery in residential neighborhoods has elevated, due to the overall increased intensity and nature of the uses in the gaming district. The casinos require daily supply and trash removal,

creating noise, blocking streets and creating safety hazards. Where commercial parking occurs in residential areas, the parking use is no longer primarily a daytime use impacting safety and peaceful enjoyment of the residential neighborhoods. Certainly the adverse commercial impacts are not just parking related. Restaurant exhaust is bothersome at some locations. Noise from casinos sometimes carries well beyond the casino walls.

Increased traffic in and of itself also poses land use related problems. Traffic on several residential streets has increased due to people unfamiliar with the City trying to find parking, increased shuttle bus traffic and from persons accessing the temporary City administrative offices. The air and noise pollution as well as the safety hazards posed by higher traffic volumes are understandably objectionable.

Since gaming began, the City has received several applications for rezoning and annexation. As in most growing communities, land use will continue to be a major issue in Central City. The City must be prepared to delicately balance the expediency of short term quick fix solutions with the long term benefit of adhering to a plan directed at achieving permanent solutions to the problems.

Housing

The 1990 Census reports 281 housing units in the City, 166 of which were occupied at the time of the Census. Detached single-family houses make up 71 percent of the present housing stock .

It is anticipated that factors of cost, convenience and lifestyle will make multi-family housing more popular, particularly in conjunction with mixed-use commercial developments. This is not to diminish the importance of conventional single family housing at both urban and rural density. Based on land use and in-fill development policies, Central City's future population will be dispersed throughout new development areas, primarily in newly annexed areas. Through implementation of the planned unit development (PUD) provisions of the zoning ordinance, the City will be able to accommodate the demands of the private sector for a wide range of housing types and prices while limiting the overall density of development as specified on the zoning district map.

Economy

Clearly the introduction of limited stakes gaming radically changed the economy of Central City. The immediate changes have been both good and bad. Based on one year of gaming experience, the original goal of year round economic activity has been at least partially achieved. Important to note is that the activity curve is by no means level throughout the year. Summer continues to be the busiest time, just as in the past. Both the City and private sector must continue to strive to achieve a more consistent level of activity and revenue.

Again, based on one year's experience, the original goal of securing City revenues sufficient to enable the City to provide the services and infrastructure has been met in two ways:

- The revenue potential of gaming has enabled the City to issue bonds necessary to finance needed improvements.

- The revenue from gaming enables the City to service the bonded indebtedness.

On the negative side, the preoccupation with gaming not only by gaming providers, but gaming customers, has resulted in decreased business in traditional commercial facilities and tourism. Even the State's interpretation of measuring floor space devoted to gaming has tended to de-emphasize non-gaming uses.

The city recognizes that it must strive to establish a diversified, broad-based tourism-oriented economy by carefully blending its abundant natural resources and its traditional recreational educational and cultural assets with its newly established gaming and non gaming commercial opportunities. Obvious reasons for such diversification are the desires to maximize overall business in the community while minimizing the risk in being dependent upon one industry. A more subtle reason for diversification is to ensure the City's continued competitiveness when gaming expands to other Colorado communities. The City's mining heritage has enabled the City to survive in the past; hopefully it will continue to do so in the future.

In addition to the need to restore the historic tourist orientation of the community, the City has identified the need to accommodate overnight visitors. Although Central City's proximity to Denver guarantees its status as a day trip recreational experience, the overall appeal of the City's wide ranging tourist and recreational activities will be better displayed and enjoyed if a longer, more leisurely stay is possible. From an economic standpoint, the need to expand overnight accommodations to include at least one full service convention hotel is both evident and desirable.

Expanding the opportunities to serve families will also enhance the economic potential of the City. State statute prohibits children from participating in gaming, restricting the activity to adults only. Activities for children are essential if the gaming customer base is to be maximized and the family orientation of the City retained. Re-establishment of tourism and the addition of recreational facilities and other activities are all means of accommodating children.

Community Facilities

Of obvious importance is the status of the City's community facilities. The pressure for expanded City staff and new facilities has been immense. The City is currently conducting a space needs analysis to assist in the space and site planning at the new interim City office location. Future needs will be more accurately identified when long-term staff and facility projections are available.

Public Buildings

When gaming began, City administrative personnel were housed within Washington Hall. The police department leased space at the Golden Rose Hotel and the public works department was housed at its upper Eureka Street shop. Today the police occupy Washington Hall and other City offices are in temporary modular units at the public works shop site. Public works remains at the shop site as well. Most City meetings are held in the modular units; when high attendance is anticipated meetings are held at the Elks Lodge on Main Street.

The City's office and meeting facilities, although much better than a year ago, are totally inadequate. Further, they are inappropriately located in close proximity to several residences. Residents in the area have filed numerous complaints about the traffic and evening activity.

Washington Hall is accommodating the office needs of the 15 officer police force; however, facilities for interrogation, holding cells, lockers and such police related needs is not available. Convenient off-street parking is nonexistent.

The public works department has an immediate need to place snow maintenance equipment and material near the Virginia Canyon access to the Lake Gulch parking area to facilitate rapid maintenance of that recently paved road. Long term needs will be met by developing a new City maintenance shop and yard in the planned commercial area in the Quartz Hill vicinity. Ultimately the City's shuttle bus fleet and related equipment may be maintained at this facility. Whether public or private, an impound lot to safely and conveniently store vehicles may also be established in this area.

The Central City Fire Department similarly has limited facilities to accommodate the equipment needed to protect its significantly higher value commercial area and increased number of ambulance calls. There has been recent discussion of constructing a new, centrally located fire station to house both the Central City and Black Hawk departments.

Gilpin County RE-1 school district administers public education for the south portion of the County, including Central City. Although the district faces budget shortages common to other Colorado school districts, the present school facilities located north of the City on Colorado 119 can accommodate additional students without expansion. Present enrollment in the preschool through 12th grade program is 320 students, about one-half the school's 600 student design capacity. As regional development plans are solidified, the school district will be better able to judge its future needs. At the present time it is anticipated that any necessary expansion would occur at, or near, the present, centrally located site as opposed to constructing decentralized schools. Central City should continue to coordinate with the school district so the district is aware of the City's needs and growth projections.

Parks and open Space

The City maintains two small parks. The William C. Russell, Jr. Park was recently improved to include a variety of picnic and play equipment. City Park has had minor upgrading. The community has open space resources of great potential, including an extensive informal trail network, City owned open space along Eureka Street, many small City owned parcels between mining claims (interstices) and dispersed parcels in the Arapaho National Forest. Perhaps the resource of greatest potential is the Gilpin Tramway. With limited improvement, the Tram bed would provide 11 continuous miles of hiking trail through beautiful private and public forested lands and mined areas. In addition to capitalizing on these existing assets, the City is in need of many additional park and open space facilities to meet the needs of its residents and to enhance and diversify the tourist economy.

Utilities

Water

Central City completed major water system improvements during 1991 and 1992. The old water treatment plant, which was subject to closure by the State or substantial renovation, was abandoned and a new state of the art 500,000 gallon per day capacity (capable of being expanded to one million gpd) was opened in November of 1991. In conjunction with the plant, a 750,000 gallon treated water storage tank was constructed. The City's raw water supply, much of which was being lost because of a deteriorated collection system, has been replaced. Significant additional water rights have been purchased and an augmentation plan filed. Major leaks in the distribution system have also been repaired, reducing the daily loss of treated water.

In spite of these impressive accomplishments, several problems continue and need to be addressed. The City's commitments to serve water may exceed its ability to do so during low runoff winter months. The City raw water storage (the Hole in the Ground Reservoir) is only 27 acre feet. The City has an immediate need to protect and manage its water rights. The City's domestic water consumption remains excessively high, due to a lack of conservation effort and the practice of bleeding lines to prevent winter freezing. However, an ambitious water conservation program adopted by the City will hopefully alleviate this situation.

Sewer

The City of Central is part of the Black Hawk - Central City Sanitation District. The District operates a treatment plant situated south of Black Hawk along North Clear Creek. In summer of this year, the Colorado Department of Health issued a cease and desist order due to improper treatment resulting in pollution of the creek. The District has taken several aggressive actions to respond to the cease and desist order and to meet the short and long term needs of both communities, including hiring new engineers and a new operational management firm, and has committed to the sale of bonds to fund immediate correction of current problems and expansion of the plant's treatment capacity.

Amendment 1, recently adopted, may make funding of necessary expansion and repairs to respond to the order problematic in the short term.

Gas and electric

Gas and electric service is provided by Public Service Company. The city renewed its franchise agreement with PSCO in 1991. PSCO representatives state that they have adequate existing capacity to serve limited growth and that their capacity will be expanded as necessary to meet the needs of the City.

Telephone

Telephone service is provided by US West. All requests for service have been accommodated; however, additional capacity in the system is limited and in need of expansion. The Central City exchange remains a toll call from the Denver Metropolitan Area.

Cable TV

Cable service, which is provided by Pagosa Vision, Inc. can be expanded as necessary. The City is currently discussing the potential of televising public meetings, a service included in the City's franchise agreement with the cable company.

Transportation

Transportation may present the greatest challenge to the ability of Central City to accommodate gaming and the increased tourism it anticipates. The present system requires visitors to negotiate narrow, winding mountain highways, US 6 and Colorado 119, and pass through the restricted section of Colorado 279 in Black Hawk to get to Central City. Visitors must then locate either a limited amount of close in parking or pass through the City to remote lots. Once parked, they must transfer to a shuttle system that has not yet been perfected. Clearly the transportation system does not present a user-friendly tourist environment.

Central City has significantly enhanced conditions facing tourists once they reach the City, including improved directional signage, street paving and striping, and placing traffic control people at key intersections. The City's reliance upon private carriers and parking facilities, however, places it in the awkward position of being responsible for the safe and dependable accommodation of large numbers of tourists without any control of the system. Potential shut down of these facilities by private operators creates an added risk.

Recently the City paved the portion of Virginia Canyon Road from Roworth to Lake Gulch Road, creating a safer, more desirable access to the Lake Gulch parking facilities. While this improvement significantly improves the situation, the fact remains that tourists must still pass through both Black Hawk and Central City, then be conveyed back to the gaming district. Not only does this increase rather than decrease traffic in the community, but forces visitors to take considerable extra time to go beyond their destination to park, switch vehicles and return.

Other transportation related conditions which need to be addressed include the lack of surfaced streets in residential areas, lack of designated shuttle stops, lack of coordinated shuttles between the two cities, the need for convenient parking and intra-city shuttle service of the Central City business district and lack of informational signage on I-70 and Colorado 119.

DEVELOPMENT PLAN MAP - 1992

The development plan map, shown on the following page, graphically represents the interpretation and application of the goals and policies described herein. Although the emphasis of the plan map is on land use and transportation, it actually illustrates much more.

General

The planning area is bounded by the Arapaho National Forest on the north and west, the City of Black Hawk on the east and Lake Gulch on the south.

This planning area is more accurately defined as the primary planning area, that area in which Central City will, upon request of property owners, annex territory approved for development pursuant to the City's annexation review process and will serve with water obtained from the City's historic water basin. As previously noted, the City anticipates requests to annex and serve territory south of the primary planning area, which if approved, would by necessity be served by water from the Clear Creek water basin.

Urbanization

Based on consideration of all of the preceding, but primarily on the projected water service ability of the City including Chase Gulch Reservoir constructed to an optimum size of approximately 600 acre-feet, this plan anticipates that at full development of the primary planning area, Central City will grow to 3,500 permanent residents and ancillary non-gaming commercial uses, 12,000 gaming devices, 300 hotel rooms and all public uses identified, including a golf course. These projections are subject to increase or redistribution based on:

- At greater cost and impact, the capacity of the Chase Gulch Reservoir can be expanded to approximately 1,100 acre-feet.
- The water to be allocated to various uses can be redistributed.
- The golf course, which has an extremely high consumptive use of water, is not developed or is designed to require substantially less irrigation than typical Colorado mountain golf courses.

The water projections are based on recent water usage monitoring and on the assumption that the conservation program will be sufficiently successful to enable Central City to achieve the standard per capita domestic water usage experienced in other communities (currently it is almost double the standard).

It should be emphasized that these projections are for ultimate build out. They are unrelated to any specific time frame, which realistically will be determined by many factors including the long term success of gaming and its related employment, the ability of the private sector to meet the demand for housing, the willingness of the financial community to make mortgages, the ability of the city to fund necessary public programs and improvements and the growth management program to be adopted by the City.

Residential

The Plan provides for residential development to occur within present city limits and outside present city limits, primarily to the west and north.

Although the intensity of residential development these areas will be determined through application of the policies presented herein during the zoning process, the plan generally anticipates that future residential development will encompass a much wider range of density and value than found in the present community. The Community's reliance on medium density single family housing will change to an emphasis on higher-density multi family housing to meet much of the employee housing demand. This growth is anticipated in conjunction with commercial development in the Nevada Street/Quartz Hill area and as part of mixed use developments in open areas in the primary planning area. Also, as the City's range of goods and services expands to meet the needs of a growing community, the demand for low density large lot residential neighborhoods will also increase. This type of development is anticipated in the west and north portions of the planning area.

The planned unit development approach to mixed density and mixed use will enable the City to respond to the demand for housing in the innovative flexible manner necessary while permitting the City to preserve and protect its historic residential neighborhoods and the historic character of the neighborhoods.

The density of residential development in any specific area will be determined through planning and zoning process. In a general sense, the plan anticipates that residential density will range from densities currently established in the existing residential neighborhoods to relatively low, rural density as development moves outward from the core community. Moreover, a traditional mountain development pattern of low overall density is anticipated due to the rugged topography and the life styles normally associated with mountain communities.

The low overall residential density should not preclude the development of higher density residential projects through density transfer permitted in planned unit developments.

Commercial

Non-gaming commercial development will occur in newly established commercial areas and in close proximity to the gaming district. Already pressure is being exerted to allow non-gaming commercial uses to encroach into existing residential neighborhoods, in part due to deterioration of the residential quality of life by gaming related noise, activity, traffic and parking and the perception that commercial property values are greater than residential.

It is anticipated that with Lake Gulch as the tourist vehicular destination, more intense non-gaming commercial uses such as automobile service stations and major parking facilities will generally locate along Lake Gulch Road and Virginia Canyon Road south of Lake Gulch Road. Due its location outside of the Historic District viewshed, the area south of Lake Gulch Road is also intended to accommodate those commercial uses that typically require more screening from other public and private uses, such as construction yards and impound lots. Nevada Street is already

experiencing commercial development interest, and is planned for low-impact commercial development compatible with tourist and employee housing. Non-gaming commercial development is also planned south of the gaming district extending to the railroad tracks on the south and the Packard Gulch area on the east.

To date the City has determined that it will attempt to preserve the integrity of its residential neighborhoods by working with commercial operators to minimize their adverse impacts on residences through restricting the time and location of deliveries, trash pickup and maintenance work, better controlling restaurant exhaust fumes, restricting public access to buildings from residential streets and enforcing the residential parking program. The City will attempt to address uses adversely affecting residential neighborhoods and design its traffic circulation to ensure traffic impacts are minimized. Examples of such efforts are illustrated on the development plan map by the Quartz Hill/Nevada Hill collector street connecting the northwest portion of the planning area to the Lake Gulch south access, allowing traffic to access new development without passing through existing neighborhoods. The relocation of the non-conforming interim City offices away from nearby residences thereby reducing non-residential traffic and late night meeting activity is another example.

If those attempts to preserve and protect the historic residences and neighborhoods do not succeed, the City should again study the concept of creating buffer zones between commercial uses and residences by permitting low intensity, residential compatible commercial uses such as offices and service shops along the perimeter of the gaming district and major thoroughfares.

The Gaming District

The gaming district is the central focus of the Comprehensive Development Plan not just because its the economic core of the City, but because its development has immense short term and long term implications for the City.

As identified in the historic preservation Design Guidelines presently being reviewed by the City Council, the gaming district is historically three neighborhoods: the Commercial Core; Gregory Street Mixed; and Commercial Transitional. The common feature shared by these neighborhoods is Gregory Gulch, which is flumed in the commercial core neighborhood and open from west of D Street to the eastern city limit. Correct development of the Gulch is of the greatest importance, not only from the local desire to preserve a significant element of Central City's history, but from the desire to retain the City's National Historic Landmark status.

The development of the Commercial Core neighborhood, the historic "downtown", has historically been and continues to be similar to other downtown or central business districts, with buildings extending to the sidewalk in front and lot line to lot line, or wall to wall, on the sides. Also reminiscent of most old downtown areas, buildings set back from the alley to accommodate parking, deliveries and trash removal. The gaming industry has intensely developed this area, renovating the historic structures and constructing new structures to accommodate gaming.

The Gregory Street Mixed and Commercial Transitional neighborhoods, on the other hand, are mostly devoid of development. In fact, there are fewer buildings standing today than in 1900, according to insurance maps. Passing through the center of the neighborhood is the Gulch, the historic drainage that over the years has eroded, decreasing the amount of developable land between Lawrence and Gregory Streets.

Development of the gaming district is a complex issue and is currently being studied under a separate, more focused planning effort. This Comprehensive Development Plan anticipates completion of that study and adoption of policies specific to the gaming district in the spring of 1993. By this reference, those policies are incorporated herein.

Mixed Use Development

Although residential and commercial land use is shown, the plan incorporates the mixed use development concept to be permitted through the planned unit development. The plan anticipates that multi-family housing will be developed in conjunction with some commercial uses. On a larger scale, if commercial uses can be properly integrated within residential uses, such projects should be permitted in areas shown as residential on the plan map.

Water Service Zones

In addition to land use and transportation, the Development Plan Map depicts two water service zones. Areas capable of being served water by gravity flow from Central City's present water treatment plant, those areas below 8800 feet elevation are shown with a clear background. Those areas requiring additional treated water storage and pumping, those areas between 8800 feet elevation and 9120 feet elevation, are shown with a dotted background. The additional cost of serving development in these higher areas will be significant in public and private evaluation of development feasibility.

Public Land Ownership

Except for the Arapaho National Forest, existing public land ownership is not shown on the Development Plan Map. Significant portions of the planning area are in federal ownership, controlled by the Bureau of Land Management.

Public Uses

Areas and facilities of significant public use potential are noted by symbol on the Plan Map. Those areas noted as parks contain unique physical features and views that should be preserved for public access and enjoyment and should be protected and preserved through the development review process. The Gilpin Tramway bed, with minor reconstruction, presents the unique opportunity for the City and the County to establish a continuous 11 mile hiking and biking trail through beautiful mountain terrain.

Not illustrated on the Plan Map is the existing network of trails throughout the City that historically connect various facilities. Subsequent planning efforts should identify those trails so they may be preserved and incorporated into future development.

The plan provides for an 18 hole golf course to be developed in private holdings encompassed by the National Forest. This site was informally identified by a nationally recognized golf course architect as an excellent golf course site.

The plan also depicts the Chase Gulch Reservoir and Recreation Area. As noted in the section dealing with water utility, this reservoir and the North Clear Creek diversion and pumping pipeline are essential for Central City to capture the water it is entitled to in periods of high run off and store that water for use in periods of low run off. (Note: the diversion and pipeline will also allow the City to take water from North Clear Creek in winter that exceeds minimum stream flow.) The reservoir and surrounding lands will, in addition to providing essential water storage, present an excellent opportunity to develop a multi-use recreational area to include fishing, non-motorized boating, picnic and related activities.

It is believed that Central City's desire for mountain oriented recreation activities will continue in the future, limiting the demand for formal play fields for organized sports such as baseball and football; however, there is wide support, including the school district, for the construction of a recreation center to house indoor recreation activities including racquetball, basketball, exercise, swimming and other fitness activities. The recreation center could also serve tourists, thereby enhancing tourism, particularly in the winter. Since this type of facility lends itself to regional use and funding, its development on a regional or district basis should be considered.

Public Buildings

The City is planning to relocate the temporary modular units as soon as a site is prepared on land recently purchased by the City for parking along Lake Gulch Road. The remote location will be somewhat less convenient. However, it will alleviate negative traffic and activity impacts at the present site.

Potential sites for a permanent City municipal complex are somewhat dependent on what the Gilpin County Commissioners decide to do with the County Courthouse and the Clark Annex, both of which would be, with some limitations, viable for City use. Another potential site, the St. Aloysius property, is convenient to the commercial core area, is close to parking, and commands an excellent vista of the City.

A space needs analysis is underway to determine immediate office requirements to be met at the interim Lake Gulch site. The City is also projecting its long term organizational and space needs, to be translated into permanent site and facility needs.

Transportation

The street and access aspects of the City's transportation plan are illustrated on the Development Plan Map. The comprehensive approach to transportation desired by Central City mandates that the concepts and facilities demonstrated on the Plan Map must be combined with other facets of the overall transportation program including regional and sub-regional mass transit system coordination, inter-city and intracity shuttle system, and perhaps even the railroad and gondola system.

Of paramount importance to realization of the Development Plan is the construction of the south access. This facility will enable the City to relieve traffic congestion experienced on busy days in both Black Hawk and Central City, thereby reducing air and noise pollution and enabling the residential neighborhoods of the communities to function as they did prior to gaming. The new route will facilitate increased tourism with less adverse environmental impact by creating convenient, attractive access to parking and mass transit facilities.

Construction of the south access undoubtedly will be subject to state and federal review and conceivably will necessitate completion of an environmental impact statement. At a minimum the three alignments already proposed will need to be compared as follows:

Russell Gulch

Preliminary feasibility analysis of the 5 mile alignment connecting the south portion of Highway 119 to Lake Gulch Road indicates this alignment will cost approximately \$15 million to construct. The known advantages of this route over the other alternative alignments is that it can be built to desirable highway standards, achieving reasonable grades without relying on switch backs.

Disadvantages include the facts that unless Highway 119 is extended south to the Beaver Brook I-70 interchange, this route does little to reduce the reliance on US 6 for access from Denver and the potential for extra I-70 tourism is lost.

Virginia Canyon

The road currently provides the desired south access and ultimate I-70 connection; however, its topography, which requires an excessively steep grade on one leg or undue switch backs on another leg, detract from its desirability as the only south access. Additional detriments are that accessing Virginia Canyon impacts Idaho Springs by requiring traffic to pass directly through that community, and would require relocation of residences along the narrow section of roadway at the bottom of the road in Idaho Springs. Also, the draft of the Gilpin County Master Plan provides for Virginia Canyon to retain its present character by remaining unimproved.

Hidden Valley

A more recent entrant into the south access issue, this route would connect the I-70 Hidden Valley interchange to Lake Gulch Road at the same point as the Russell Gulch route. Positive attributes of this alignment include the potential increase in tourism resulting from direct I-70 access. A potential negative aspect is the road may not meet desirable grade and alignment standards as it climbs rapidly from I-70 to high elevation.

All three alignments pass through land owned by individuals known to be interested in development of their property, and all three could provide access to both Central City and Black Hawk. Aside from the obvious regional and environmental benefit of serving both cities from one new road, this combination of factors offers the potential for public and private cooperation in planning and financing the roadway.

Once the south access is in place, Colorado 279 will be reduced to a collector level street, and may potentially be deleted from the state highway system.

Reduction of traffic on Colorado 279 will reduce traffic in both communities; however, to maximize the benefit of the south access in reducing in-city traffic, the Quartz Hill/Nevada Hill bypass must be constructed to achieve a convenient connection of proposed new development in the northwest quadrant of the planning area to the south access without impacting existing residential neighborhoods.

Regardless of the south access route selected, the Lake Gulch parking facilities will turn into a main transportation hub. As illustrated by the graphic arrow on the Plan Map, vehicles will be intercepted at this location and tourists will be conveyed by mass transit to the gaming district. The form of conveyance has yet to be identified. In the short term, the City will rely on shuttle buses; however the long term goal is to create a truly convenient, user friendly, highly desirable conveyance such as a gondola that would become a tourist attraction in its own right while minimizing all negative impacts associated with mass transit.

Other collector streets are improvements of existing roadways to be accomplished on an as-needed basis. Temporary surfacing of upper Eureka and lower Nevada streets has already been accomplished. Virginia Canyon has been surfaced from Roworth to Lake Gulch Road. All collector streets, and, as a lower priority all local streets, should ultimately be surfaced.

Impact Analysis

As a result of federal involvement in Central City's water planning and the dictate from the US Army Corps of Engineers that prior to approval of the Chase Gulch Reservoir, the City must complete and process an Environmental Impact Statement of the cumulative impacts of the growth to be served by the reservoir, this Comprehensive Development Plan will be subjected to extraordinary impact analysis. Subsequent to that analysis, identified adverse impacts of the Plan should be further investigated to determine if those impacts can be eliminated, or if unavoidable, mitigated to acceptable levels, and the Plan amended accordingly.

PLAN IMPLEMENTATION

Subsequent to adoption of this Comprehensive Development Plan, the City will complete and adopt a growth management plan and amend its Zoning ordinance to reflect the plan land use and policies and, if not already adopted, will adopt the Historic Preservation Design Guidelines recently forwarded to City Council for final adoption.

In addition to the plan implementation tools, the City has previously updated its annexation procedures, subdivision regulation and water plans. Soon the City will embark on an extensive water conservation program.

In spite of these impressive accomplishments and ambitious efforts, it is projected that the City will need to complete numerous studies and plans to comply with federal development regulations and to provide the City with the detailed planning information necessary to implement this plan with the degree of precision and confidence demanded by the Planning Commission and City Council. Following is listing of these tasks evident at this time:

Zoning Ordinance Amendment

The Zoning Map will be amended immediately upon adoption of this plan to appropriately reflect the land uses established by the Development Plan Map. The text of the Ordinance requires amendment to ensure the ordinance's compatibility with the policies presented herein.

Growth Management Plan

City Council has already directed staff to draft a growth management plan for its consideration following completion of this plan.

Environmental Impact Statement (EIS)

The City should continue to negotiate with the Corps of Engineers to establish the requirements to be met to ensure the issuance of a 404 permit relative to the North Clear Creek Diversion and the Chase Gulch Reservoir, then complete the required planning effort.

Special Area Management Plan/Programmatic Agreement

It is anticipated that as a result of the 404 permit negotiations, the City will be required to prepare and submit one of these documents.

Water Planning

Water monitoring and planning should continue on an ongoing basis.

General Monitoring

All pertinent gaming related factors such as traffic, water use, drop, visitor data, etc. should be monitored and analyzed on a continuing basis.

South Access Alignment Study

In order to identify the most desirable south access route, an alternative alignment study, including cost and construction feasibility, must be conducted. As previously

noted, the ultimate selection may be the subject of an environmental impact statement.

Access Control

The City, in cooperation with the Colorado Department of Transportation, should establish access standards to ensure safe, convenient access to collector and arterial streets and highways while protecting their traffic carrying capability.

Long Range Shuttle/Parking Plan

Following continual revision of plans and programs related to the shuttle system and major parking facilities, it is hoped the City will soon be in a position to finalize these plans.

Gregory Gulch Development Plan

Upon adoption of the HPC Design Standards applicable to the Gulch neighborhoods, a detailed development plan for the Gulch neighborhoods, prepared in a joint planning effort between the City and the property owners should be adopted as a guide for both public and private development in the Gulch.

Community Facilities Plan

Needed community facilities including City administrative, police, fire, and public works functions should be analyzed in detail, space needs determined, and appropriate plans prepared to assist in site procurement and capital improvement programming. At the appropriate time, a recreation center should be designed.

Parks, Trails and Open Space Plan

Existing and proposed parks, trails and open space facilities including the City-owned properties dispersed throughout the planning area shall be identified and incorporated into a parks, trails and open space plan. The immediate value of this plan is to ensure that land essential to these facilities is not inadvertently developed or otherwise lost. Over the longer term, the City will need to incorporate these projects into its capital improvement program.

Geographical Information System and Mapping

The GIS program, which was delayed due to the need to address more critical issues, should be reinstituted at the earliest practical time. City mapping should be completed as soon as practical. Surveying should be completed as necessary to complete accurate base mapping of the City.

RESOLUTION #16-92

OF THE CITY COUNCIL OF THE CITY OF CENTRAL
CONCERNING CONTROLLED GROWTH

WHEREAS, the Home Rule Charter of the City of Central provides in Section 14.2 that "the City Council shall adopt such rules, regulations and ordinances as may be determined necessary to control the growth of the City in order to maintain the historic and unique character of the City."; and

WHEREAS, the City has adopted a comprehensive plan map and is in the process of developing a comprehensive plan; and

WHEREAS, the City Council of the City of Central has adopted a zoning ordinance establishing zoning districts identified as environmental preservation, low density residential, medium density residential, high density residential, gaming, commercial neighborhood, commercial business and mining; and

WHEREAS, the City Council of the City of Central is desirous of promoting controlled growth in all zoning classifications recognizing the finite availability of useable land, affordable water and sanitary facilities; and

WHEREAS, the City Council of the City of Central is desirous of receiving public assistance and input in developing such programs for controlled growth; and

WHEREAS, the Planning Commission is charged with responsibility for developing and updating comprehensive planning and zoning.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CENTRAL, COLORADO THAT:

1. There shall be appointed an advisory committee to the Planning Commission comprising residents, gaming owners and other business owners in equal proportions to consult with and advise the Planning Commission on matters of comprehensive planning, zoning and controlled growth planning.

2. The Planning Commission shall develop, in conjunction with the comprehensive plan and the zoning ordinance a growth management program for the City of Central.

3. The Planning Commission shall utilize the assistance of all City staff and consultants in preparation of such growth management program and shall solicit and accept input from the Central City Historic Preservation Commission, the Black Hawk-Central City Sanitation District, the Gilpin County Historical

Society, the Gilpin County Commissioners, the City of Black Hawk and such other public agencies as the Planning Commission feels appropriate.

4. The Planning Commission in developing the growth management program shall consider the needs of the residents, the gaming owners and other business owners, and shall recognize that commercial activities in addition to gaming are appropriate for Central City, all in keeping with the historical nature of the City.

5. The Planning Commission shall hold public hearings at various times in its development of a growth management program as determined by the Planning Commission with notice of such public hearings to be given pursuant to the Charter and Ordinances.

6. The Planning Commission shall report back to the City Council on or before June 3, 1992, with a proposed growth management program or with a schedule for completion of the proposed growth management program if not complete at that time.

APPROVED this 4 day of March, 1992.


Stuart Boulter, Mayor Pro Tem

ATTEST:


Jack W. L. Hidahl
City Clerk/Administrator

Feb 17, 1993

RECORD OF PROCEEDINGS

100 Leaves

FORM NO. C. F. HOECKEL & SONS, CO.

Ald. Webb moved to approve on second reading Ordinance 93-1, "AN ORDINANCE ADOPTING AN INTERIM GROWTH MANAGEMENT PLAN BASED ON WATER AVAILABILITY", by title, as amended, with the correction for the first and second readings, and adding at Section 1.0 "Request for new or expanded water service". Ald. Cullar seconded. Motion carried unanimously with Chair voting aye.

Ald. Webb moved to approve Resolution 8-93 "OF THE CITY COUNCIL OF THE CITY OF CENTRAL ADDRESSING THE REQUIREMENTS OF RESOLUTION #17-92". Ald. Mahaffey seconded. Motion carried unanimously with Chair voting aye.

The meeting was recessed at 10:07 PM. The meeting was back in session at 10:25 PM.

Staff made a presentation regarding Mountain City PUD. A certificate of appropriateness is forthcoming from HPC. Ron Merrill, representing the applicant, spoke regarding agreements with the City. The public hearing was opened at 10:32 PM. Alverna Bowden had a question regarding the house which is on the adjacent property, and asked about the Public Service Building. The Public Service Building is to be renovated and left where it is on the property.

The public hearing was closed at 10:34 PM. Ald. Mattivi moved to approve the Mountain City PUD application and Special Review Use application subject to negotiation of a PUD agreement and Special Review Use agreement with the City, pursuant to Ordinance 93-1, the subdivision plat and PUD document, and authorizing the Mayor to execute all appropriate agreements and documents necessary to complete approval, subject to approval by the City Attorney. Ald. Webb seconded. Motion carried unanimously with Chair voting aye.

Larry Levin with Holme, Roberts and Owen made a presentation for the applicant regarding the Gilded Garter appeal, presented an exhibit book, and included the letter which waived the 30 day hearing in front of City Council. Jerry Devitt, City Attorney, presented an exhibit book, had questions of the applicant, and then made a presentation. Alan Granruth gave testimony on behalf of Historic Preservation Commission. Ald. Mattivi moved to overturn the Historic Preservation Commission decision and approve the addition as requested by the applicant. There was no second.

Ald. Mattivi moved to approve the original conceptual design dated January 14, 1992 for the model of the 3rd and 4th floors of the Gilded Garter, concerning size, mass and height, approve a certificate of appropriateness for same, and instruct Historic Preservation Commission to handle the detail and design of the addition. Ald. Mahaffey seconded.

Ald. Webb said that for the record, Historic Preservation Commission did their job correctly in regard to the applicant.

Ald Mattivi changed his motion to read: approval of the third and fourth floors of the Gilded Garter as shown on the January 14, 1992 drawing concerning mass of the addition, with the extension to grid line #4 to be even with the addition to the building of the Glory Hole as shown on Exhibit 4C, with Historic Preservation Commission to be responsible for approval of the exterior details. Ald. Mahaffey seconded. Motion carried with Ald. Cullar, Mahaffey, Mattivi, and Webb voting aye, with Chair voting nay.

Dennis Drumm made a presentation regarding the comprehensive plan and revisions dated February 13, 1993. Ald. Webb moved to approve the Comprehensive Plan as amended. Ald. Cullar seconded. Motion carried unanimously with Chair voting aye.

Ald. Mattivi moved to approve Resolution 7-93 "TO ESTABLISH MEMBERSHIP BY THE CITY OF CENTRAL IN THE RISK SHARING POOL - CIRSA" by title, subject to approval of the attachments by Jerry Devitt. Ald. Cullar seconded. Motion carried unanimously with Chair voting aye.